

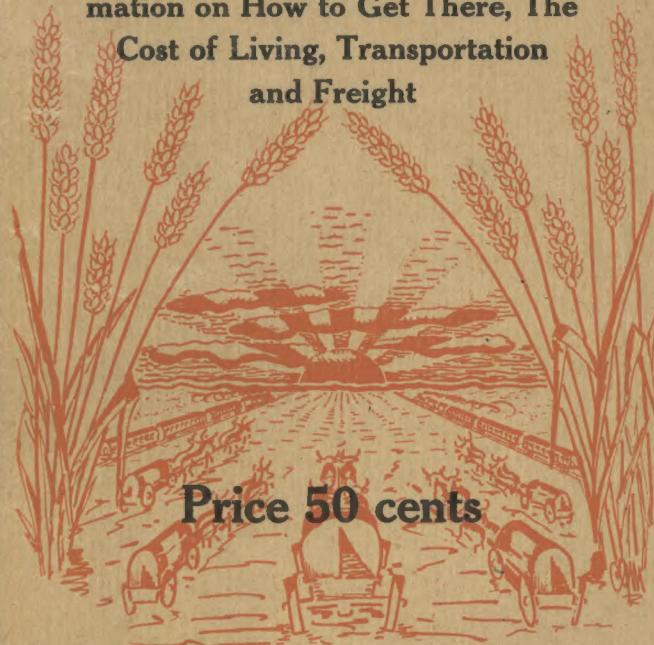
MUNDY'S POCKET GUIDE
to the
**PEACE RIVER
COUNTRY**

and the Far North



THIS BOOK CONTAINS:

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Cost of Living, Transportation
and Freight**



Price 50 cents

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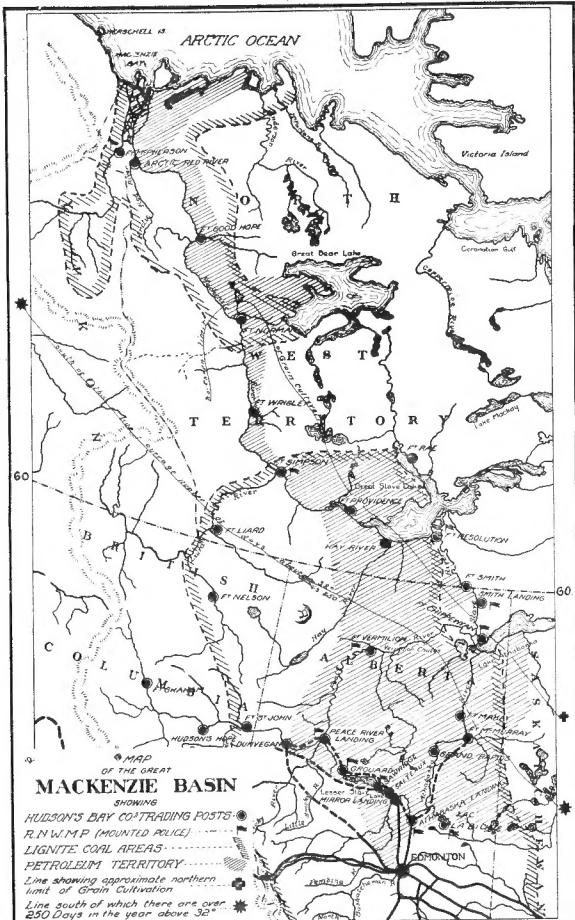
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TO THE
Peace River Country
AND THE FAR NORTH



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THE PEACE RIVER COUNTRY

Introduction

This guide is compiled from Government reports taken over a period of some 15 years, and from first hand information from pioneers and prospectors who have been in the country for many years.

It is our object to give strangers, prospective settlers and investors a correct idea of the country, and a few facts about the great north country tributary to Edmonton.

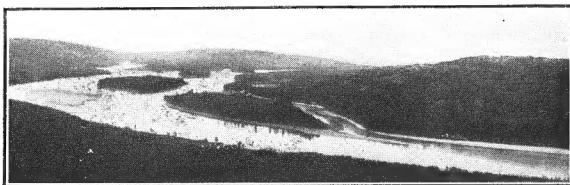
A careful study of the maps will show the nature of the soil and country generally together with the agricultural possibilities. This information is taken from the plans submitted with the different government reports and written on the maps.

The majority of the country is unsurveyed, and a great deal unexplored except in the immediate vicinity of the navigable rivers.

The accompanying half tones are from photographs that have never been published before, and perhaps will give a better idea of what the country really is. We might state here that the general character of the country is an immense, undulating plateau with comparatively few outcrops of rock, partially wooded and partially prairie. The waterways have cut into this plane great valleys or gorges from 500 to 1,000 feet deep and 1 to 3 miles wide and are so abrupt as to be scarcely noticed even in bare prairie until you come to the edge of the banks.

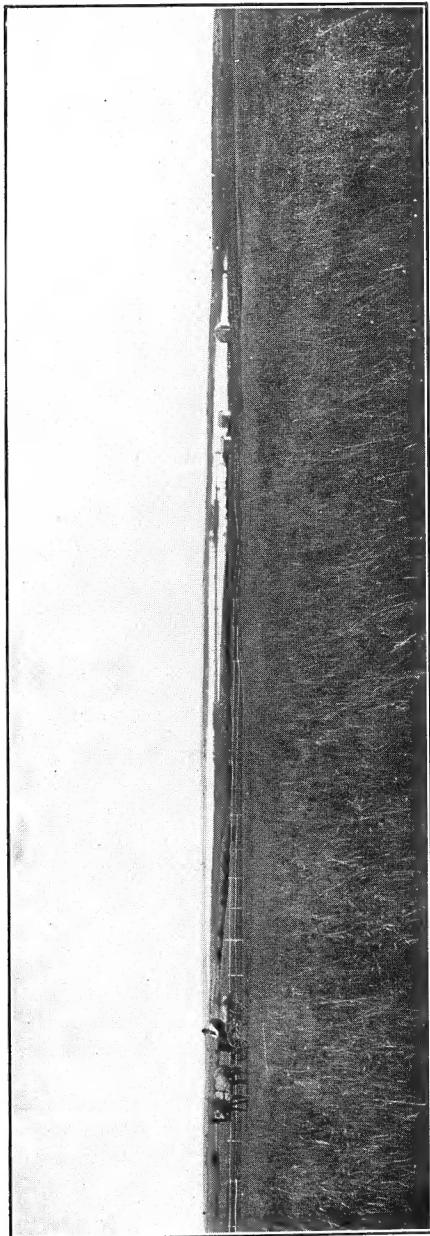
The Peace River Country, generally speaking, is located in the basin of the Peace River, and its tributaries, the Smoky and the Little Smoky Rivers, and all the numerous other smaller ones running directly into the Peace River south and west of the Peace River Landing and south of Vermilion on the Peace River.

It comprises some sixty thousand square miles or forty million acres of farming land. The population is very limited and scattered and the settlements are far apart.



The Peace River from Peace River Crossing, Showing the Junction of the Smoky

For information regarding its suitability for farming, stock raising, etc., apply to the Provincial Government, and the Ottawa Government, they both issue pamphlets giving descriptions, etc.



Open Prairie at Saskatoon Lake Settlement, Grande Prairie—Photo by A. F. Fugle

THE GATEWAY TO THE Peace River Country

Since this book is a guide to the Peace River Country, we cannot help saying something about the City of Edmonton, as all roads to the great north country lead through her, and she is the base of all supplies. Every person and everything going to the Peace River Country must pass through Edmonton. Those who have seen the phenomenal growth of Winnipeg—which, by the way, has few natural resources in the immediate vicinity compared with Edmonton—will realize what tremendous possibilities there are for the Alberta Capital in the development of the Peace River district.

From a scenic and topographical point of view Edmonton's position is ideal; overlooking the beautiful valley of the Saskatchewan River, in the heart of the best agricultural district of Western Canada, the centre of an immense coal area, with railroads radiating in all directions, and having a climate which creates optimism in even the lowest spirited of mankind, it is truly a city of splendid possibilities.

THE CITY OF EDMONTON HAS

A population of about 67,000.

30 miles of paved streets.

121 miles of sidewalks.

81 miles of sewer and 94 miles of water mains.

35 miles of street car lines.

The city owns its own electric light, street railway and telephones, and has the finest exhibition grounds in Western Canada.

Twenty-eight passenger trains run to and from Edmonton daily, and there will be two Transcontinental Railways passing through the city, completed in 1914.

Maps

Map No. 1. The Peace River District shows the lower portion of the Peace River District and Edmonton District, having plotted on all the surveyed territory up to date with a township plan in the top right hand corner.

Map No. 2 shows the Peace River Valley and the Athabasca Valley, and only shows plotted the territory which has been surveyed that is not shown on the No. 1 Map. It gives the land registration districts, trails and general features of the Vermilion and Fort McMurray Districts.

Map No. 3 is the small map in the middle of the book which shows the whole great Mackenzie Basin. The coal and petroleum areas and the northern limit of the grain growth, all the trading posts and R. N. W. M. P. posts.

Minerals and Geological Formations

Very little is known about the mineral wealth of the country. It has yet to be prospected for the rarer metals.

The following is taken from Government Geological surveys and reports:

With reference to the lower portion of the Mackenzie Basin, the mineral wealth of this country lies around Lake Athabasca from Great Slave Lake to Fort McMurray.

The immediate formation along the rivers Lesser Slave and Athabasca is Devonian, winding as it goes north till it is widest at the Great Slave Lake and extending west to the Liard River. East of this the formation is all Laurentian, similar to that around the Lake of the Woods, and is the same Laurentian range. West of the Devonian, extending as far as the Rocky Mountains, it is all Cretaceous.

Along the Athabasca River, south of Lake Athabasca to Fort McMurray, immense quantities of bituminous sandstone (with probably petroleum), rock salt and natural gas are known to exist. Oil is said to have been struck by some of the companies boring there. The gas well at Pelican Portage has been burning for over 15 years. Silver, lead and iron ore are known to exist in large quantities.

Along the Peace River from Peace River Crossing going north you come to Tar Island, with an outcrop of tar sand and also natural gas escaping. Further down the river are found outcrops of coal and immense deposits of gypsum, with some sulphur deposits.

Shortly after leaving Lake Athabasca you reach a granite formation which continues for 700 miles north till you reach the copper-bearing rocks similar to those around Lake Superior.

Very fine gold is found in most of the river sands

Fur and Game

Fur is the principal industry of the North.

The table below gives the fur catch for 1911:

	From Wholesale		
	From Small Dealers.	Dealers & Export's.	
No of skins.	Average value.	Total value.	No. of skins. Total value
Badger	163 \$ 1.01	\$ 165.90	150 \$ 337.50
Bear, black....	209 19.03	3,977.60	1,160 9,352.20
Bear, brown	34 8.83	285.00	112 944.80
Bear, grizzly	15 17.42	261.35	.....
Bear, cub	15 4.10	61.50	55 375.00
Beaver	580 4.42	2,569.00	3,032 14,190.00
Coyote	1,858 2.93	5,555.25	1,897 8,127.00
Fisher	15 8.40	126.00	65 880.00
Fox (cross)	57 7.50	428.00	391 4,685.25
Fox (red)	142 6.16	875.00	659 5,714.00
Fox (silver)	8 150.00	1,200.00	69 16,707.20
Lynx	159 20.26	3,221.50	950 18,106.45
Marten	460 7.71	3,547.50	6,329 51,330.45
Mink	905 5.12	4,636.90	4,591 22,198.40
Otter	185 12.06	2,231.20	251 3,218.25
Muskrat	106,708 .25	27,457.36	355,512 99,126.93
Skunk	284 1.17	334.50	253 342.92
Weasel	9,919 .49	4,906.62	17,319 8,550.51
Wolverine	346 3.05	1,055.87	143 860.51
Wolf	30 9.35	280.00	270 1,028.10
Muskox .....	.....	.....	74 4,058.00
		\$63,176.05	\$276,033.46

The above is a very conservative estimate.

From all reports the main supply of food in the north is moose meat.

Buffalo are very scarce and protected. There are estimated to be over 400 in the wild state between Fort Simpson and the Peace River, west of Fort Smith.

Wood buffalo, the same as the other, only having taken to the woods, where they live in pairs or singly grow to a larger size.

Musk-ox live out on the barren lands to the north-east of the Mackenzie River and around Lake Athabasca.

Elk, from last year's report, seem to be on the increase, and are found all over the country.

Cariboo in immense herds are reported living to the north of Lake Athabasca and some to the west of the Mackenzie River.

Antelope and deer are found all over the country.

The wolves abound in the country north of the Peace River, in the Mackenzie district. They are, very large and go in pairs, seldom more than four together. They live on the buffalo and cariboo. There is a bounty on each wolf of \$10.00.

Wild ducks, geese and swans are very plentiful indeed. They migrate every year and are seen in flocks of several thousand. Partridge and prairie chicken are very plentiful all over.

All the lakes and rivers abound in fish. White-fish is the main food supply of the Indians and dogs in the winter. Large quantities are put up each fall by the Missions and the Hudson's Bay Company's employees. There are lots of jackfish, grayling and gold-eye with trout higher up. There are some sturgeon and muskatongue in Slave Lake, also a fish weighing from 50 to 60 pounds called Inconnie or Connie.

Almost all the valleys of the rivers have very heavy growths of timber, the south side having the heaviest timber. The main trees are spruce, poplar, and birch, cottonwood and balm of Gilead, some hemlock and tamarac.

The trees grow very close together, and thus are tall and straight and most suitable for lumbering.

From a report of Professor Macoun on the Peace River Valley:

"I am safe in stating that they are the grasses best suited for pasturage, of any known to the stockmen or the farmers. The grasses referred to are as follows: *Poa Pretensis*, commonly known as Kentucky Blue Grass and Red Top, *Poa Seratna*, *Poa Ten-niflora* and *Ceasia*. These four species are well known to American stock men."

Wild peavine or vetch grows throughout the whole of the Peace River Basin attaining a height of from 4 to 6 feet. The vegetation throughout the whole valley is of a most luxuriant character.

Wild fruits, such as raspberry, strawberry, currants, saskatoons and dew berries abound in great profusion.



Indian with Game—one day's hunt. Note he has 5 Swans and several Geese.



Oats—Peace River

Climate

For temperatures and rainfall see tables below. From reports of all those who have been there, the climatic conditions both winter and summer are more agreeable than that at Edmonton. The farther east one goes the colder the winters get, and the farther west the less severe they are. The winters are shorter with more warm chinook winds coming from the southwest, which is the prevailing winter wind. The snowfall averages 1 to 2½ feet deep, and the rainfall in the growing season is from 10 inches to 25 inches. On the northern slopes of the Peace River Valley the soil is so fine that as soon as the frost is out of a few inches one can put in the crop and the moisture retained by the frost is sufficient to start its growth.

It is well known what the district between Calgary and Edmonton will grow, so that a careful study of the elevations should be made of the map; Edmonton being 2,158 feet above sea level and Calgary 1,000 feet higher. It is a recognized scientific fact that 1,000 feet of elevation is equivalent to 300 miles of latitude as far as vegetation is concerned.

In the Peace River country they get considerably more sunshine, and need fewer days to ripen grain. At Fort Vermilion spring wheat has fully matured in 86 days.



Indians Preparing to dry Fish—McKenzie Basin

From a report of the Senate revised to 1910:
"THE PEACE RIVER COUNTRY FROM FORT ST.
JOHN TO FORT CHIPPEWYAN

"The intensity of the winter cold has really no effect on vegetation at all. The winter is about as severe as in Manitoba, but the effect is not so injurious as the country is not exposed to the cold winds. The prevailing wind being from the southwest, which brings the chinook. April the 15th is the average time for the opening of spring flowers.

The temperature is on the increase until the middle of August. Then there is a gradual lowering of temperature. There is a beautiful September and ice begins to form about October 25th. That is a general picture of the whole country."

And again from Mr. R. F. Stupart's report to the Senate:

"THE SUMMER MONTHS

"In June the mean temperature at Winnipeg is about the same as at Toronto, namely, 62 deg., which is from 5 to 7 deg. higher than the average in Alberta, Calgary giving 55.3 deg., Edmonton 57.1 deg. and Dunvegan 56.5 deg. In this month also the mean temperature of the territory near the shores of Lake Athabasca and northward to Fort Simpson are but a shade lower than at Calgary.

For the three summer months a vast area, which includes western and northern Alberta, northern Saskatchewan and the basin of the Mackenzie, almost to the Arctic Circle, lies between the isothermal lines of 55 deg. and 60 deg. Throughout this whole region the percentage of the possible amount of sunshine seems to approximate 55, and as the hours of possible sunshine at midsummer range from 17 hours in the latitude of Edmonton to 19 hours 30 minutes at Fort Simpson, it may be surmised that growth of plants and cereals may be more rapid in the northern than in the southern districts.

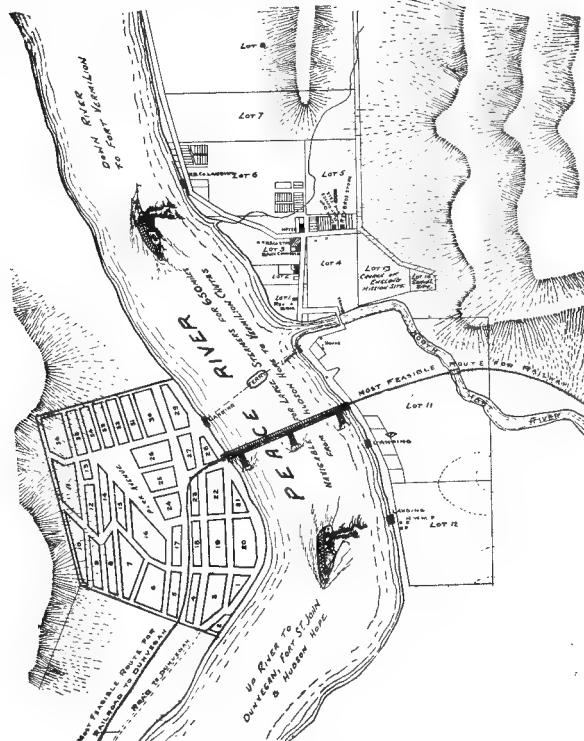
The average daily mean highest temperature in July at Winnipeg is 77 deg., at Calgary 74.7 deg. At Hay River, on Great Slave lake, it is 73.5 deg., and at Fort Simpson 71.4 deg. Possibly the somewhat lower temperature in the north may be offset by a longer period of bright sunshine.

While, as has been shown, the summers of the Mackenzie River do not differ greatly from the summers of Alberta and Saskatchewan, it should be borne in mind that as the latitude increases the more rapid is the downward trend of the temperature after about August 20th. The mean for September near Lake Athabasca is fully 5 deg. lower than at Edmonton, and near Slave Lake 6 or 8 deg. lower. The effect of high latitude is also evident in September in the Peace River districts, as the temperatures in this month no longer agree closely with those of Edmonton and Calgary. In October, frosts are severe and of almost daily occurrence in northern Alberta, while north of Lake Athabasca winter is setting in rapidly.

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Winter

The average winter temperature at Winnipeg is about 15 deg. colder than at Calgary, and northward the cold increases even more rapidly, as is shown by the mean temperature for January, which as shown by Table I., is 7 deg. above zero at Edmonton, 10 deg. below at Dunvegan, and 17 deg. below near Slave Lake.

Perhaps the most remarkable feature of the winter in the western provinces is the variableness of corresponding seasons in different years, and this is peculiarly the case in Alberta where, as shown by meteorological records, the mean temperature in, say, January, may be 15 dg. below zero, or it may be 25 deg. above. Fortunately, however, such extremes do not occur in the summer months, which do not appear to vary from year to year more than in Ontario.

Temperatures of 80 deg. and upwards are recorded occasionally in the month of May in all portions of the Canadian western and northern territory, except near the Arctic sea, and as the summer advances these high temperatures become of more frequent occurrence, and there are few localities where 90 deg. is not occasionally recorded even as far north as the Arctic Circle.

The summer mean temperature of southern and eastern Alberta approximates very closely to that of the south of England, Belgium and the north of France, while in the territory lying to the northward between the isotherms of 55 deg. and 60 deg. the summer temperature may well be compared with that of the south of Scotland and southern Scandinavia. Taking the month of July alone, the mean temperature is fairly comparable with that of the south of England.



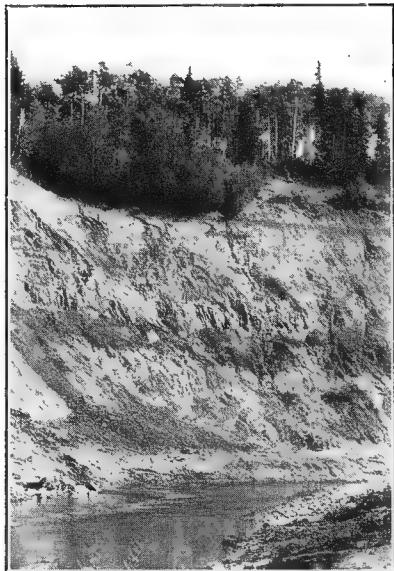
Peace River Crossing 1913

Precipitation

From the meagre and somewhat unsatisfactory observations of rainfall and snowfall over the extreme northern portions of Alberta and Saskatchewan, and in the valley of the Mackenzie, it would appear that the total annual precipitation is very generally between 12 and 14 inches, including moisture from between 40 and 60 inches of snow. This amount may be ample for successful agriculture, as fully 50 per cent. or more falls as rain between the beginning of May and the end of August.

Annual Precipitation.
Over a period of 6 years

	1906	1907	1908	1909	1910	1911	average
Ath. Ldg.....	11.69	...	...	6.29	16.49	17.03	12.39
Calgary	16.42	14.96	18.25	16.03	12.03	19.99	19.37
Dunvegan	14.49	8.66	11.29	8.33	7.45	...	...
Edmonton	13.48	16.62	17.89	14.30	14.43	20.67	18.67
Ft. Vermilion	8.23	3.19	3.57	9.55	9.69	11.57	6.30
Pakam	15.83	18.32	27.31	13.91	23.06	14.56	18.83
Peace R. Ldg.....	12.81	12.33	...	9.05	10.98	17.17	10.46
Spirit River .....	...	...	...	...	7.34	10.94	...
Wetaskiwin	16.64	17.97	17.97	13.94	17.40	16.50	19.17

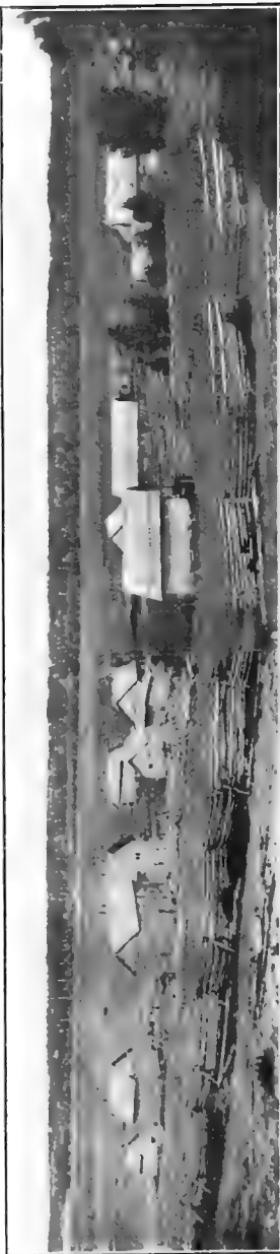


Asphalt Bank on the Athabasca, near Fort McMurray

Showing the total average annual precipitation (rain and melted snow),

	Jan.	Feb.	Mar.	Apr.	May.	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Year
Winnipeg	.83	.93	1.07	1.55	2.31	3.43	3.03	2.55	2.11	1.61	1.06	0.92	21.40
Dunvegan	1.49	1.00	1.58	0.58	1.91	2.92	1.44	2.56	1.35	1.43	1.13	0.99	18.68
Chipewyan	0.86	0.53	0.66	0.64	0.72	1.57	2.53	1.84	1.47	0.75	0.87	0.74	13.20
Hay River	0.70	0.50	0.60	0.70	3.00	2.08	1.89	1.40	1.00	1.30	1.10	1.20	15.17
Fort Simpson	0.44	0.44	0.56	1.04	1.06	5.03	2.63	2.17	4.36	1.50	.51	.61	19.99
Calgary	1.18	.31	.39	.45	1.95	3.80	5.83	4.49	.98	.51	.52	.26	20.67
Edmonton	.91	.32	1.45	1.38	.73	1.29	1.81	1.96	1.78	.15	.75	.30	11.7
Fort Vermilion	1.65	.40	.50	.15	1.29	2.67	4.08	1.76	3.02	..	.43	.90	16.14
Peace R. Landing	.25	.12	.96	.20	.50	4.10	4.81	4.81	4.81	..	..	..	16.94
Spirit River	*Wetaskiwin	.90	.21	.89	.47	1.75	4.47	4.23	1.55	2.74	1.03	1.03	21.13

*On the C.P.R. between Calgary and Edmonton.



Lawrence's Farm at Fort Vermilion--Smith & Keith photo

Showing the mean average temperature in the various months at stations in Alberta.

	Summer											
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sent.	Oct.	Nov.	Dec.
Calgary	12.3	13.5	23.9	40.0	49.1	55.3	60.6	57.5	50.2	41.9	25.6	20.4
Edmonton	9.8	22.3	41.0	51.5	51.1	61.2	59.1	50.9	51.5	40.9	25.6	16.5
Winnipeg	—	3.8	—	14.9	38.9	51.7	62.0	65.8	62.7	53.7	40.9	5.4
Dunvegan	—	10.2	10.0	19.9	38.2	50.5	61.3	67.4	57.4	45.3	33.7	16.5
Chipewyan	—	12.0	6.8	5.1	28.5	44.5	54.0	61.5	58.2	45.2	33.7	58.4
Hay River	—	16.8	—10.9	1.5	26.1	41.2	51.3	61.5	58.2	45.2	33.7	2.2
Fort Simpson	—	19.2	—17.9	3.2	28.2	43.0	52.5	60.2	57.9	43.5	34.8	—
Fort Good Hope	—	28.0	—21.8	—8.4	16.9	36.7	55.1	59.1	53.5	37.7	17.0	—10.9
Peel River	—	7.5	—23.3	7.4	17.0	28.8	51.0	57.7	56.3	36.3	13.9	—1.4
Herschell Island	—	19.0	—14.0	—8.0	20.0	35.0	43.0	40.0	30.0	11.0	—6.0	39.0
The average mean highest temperature.												
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Calgary	23.1	24.5	35.6	53.2	62.7	68.4	71.7	70.2	63.7	55.1	36.3	20.4
Edmonton	16.7	20.3	33.8	53.1	64.8	69.9	73.8	71.8	62.2	52.9	32.8	16.5
Winnipeg	6.8	10.2	26.2	30.6	65.0	74.4	77.8	75.4	63.9	51.5	30.1	16.4
Dunvegan	2.4	16.9	32.6	52.1	64.9	70.7	75.4	71.9	60.9	43.8	24.7	8.0
Chipewyan	—	3.5	15.1	39.4	53.8	64.6	71.0	68.1	53.0	40.1	17.9	10.3
Hay River	—	8.1	—0.1	15.1	38.4	52.7	63.0	73.5	69.7	56.5	39.7	14.6
Fort Simpson	—	11.2	—7.7	9.3	39.2	53.4	66.1	71.4	66.2	52.7	31.0	6.0
Fort Good Hope	—	18.6	—13.9	4.1	19.4	37.4	60.8	68.0	64.0	44.1	20.8	—4.4
Peel River	—	—	—	—	—	—	—	—	—	—	—	—
Herschell Island	—	—	—	—	—	—	—	—	—	—	—	—
The average mean lowest temperature.												
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Calgary	1.6	2.4	12.2	26.8	35.5	42.2	49.5	44.8	36.7	28.6	14.8	10.6
Edmonton	—	2.7	—0.6	10.9	29.1	38.2	44.3	48.6	46.5	37.8	15.2	7.9
Winnipeg	—	14.5	—13.1	3.6	27.2	38.4	49.6	53.9	50.0	41.5	30.3	11.8
Dunvegan	—	22.0	—8.8	7.9	24.6	34.0	41.7	41.3	45.5	31.5	23.6	9.7
Chipewyan	—	20.4	—13.7	—5.0	17.6	35.1	43.3	51.9	48.2	37.3	24.3	—3.9
Hay River	—	25.6	—21.7	—12.2	13.8	29.7	39.6	49.5	46.4	34.5	23.7	—13.4
Fort Simpson	—	27.3	—28.1	—16.0	17.1	32.5	44.9	49.1	45.4	34.4	18.6	—7.4
Fort Good Hope	—	34.9	—32.6	—19.2	—6.9	20.1	40.7	48.0	42.2	28.3	7.7	—17.4
Peel River	—	—	—	—	—	—	—	—	—	—	—	—



Scene on Athabasca River North of Fort McKay

Photo loaned by James D. Tait, Oil Land Broker, Edmonton

Average Temperatures in Various Parts of the World

Mean Maximum Temperatures

	May	June	July	Aug.	Sept.
Russian Empire—					
Taschkent	94.5	100.4	100.4	95.7	91.9
(Southern Siberia, Russian Turkestan.)					
Katharinenburgh	76.5	83.8	86.0	81.7	71.8
(Between Volga River and Ural Mountains)					
Nertschinsk	77.4	86.0	86.4	81.5	72.1
(East of Lake Baikal.)					
German Empire—					
Berlin	65.3	72.5	74.8	73.0	66.2
Denmark—					
Copenhagen	59.9	68.7	71.4	69.6	62.8
Great Britain—					
Greenwich	63.9	70.7	74.2	72.7	67.3
United States—					
New York	80.4	92.0	94.0	94.2	90.0
Idaho	86.5	88.5	94.5	94.5	84.5
Nebraska	101.5	109.5	110.5	109.0	106.5

Alberta—

Peace River Crossing...	82.0	85.0	92.0	77.0	79.0
Ft. Vermilion.....	82.0	87.0	90.0	77.0	71.0
Edmonton.....	83.0	82.0	87.0	82.0	77.0

Mean Minimum Temperatures

	May	June	July	Aug.	Sept.
Russian Empire—					
Taschkent	52.9	61.5	65.5	59.4	46.6
Katharinenburgh	25.7	35.8	44.8	40.3	26.4
Nertschinsk	23.2	36.9	46.9	39.0	23.7
German Empire—					
Berlin	47.8	55.0	57.7	57.0	50.9
Denmark—					
Copenhagen	41.0	48.9	52.3	52.0	47.5
Great Britain—					
Greenwich	43.7	49.9	53.3	53.0	49.1
United States—					
New York	30.5	39.5	47.0	44.0	37.5
Idaho	31.5	34.0	39.5	35.5	30.5
Nebraska	20.0	32.5	40.0	33.5	24.0

Alberta—

Peace River Crossing...	34.0	33.0	35.0	33.0	27.0
Ft. Vermilion.....	24.0	31.0	34.0	33.0	26.0
Edmonton.....	26.0	36.0	42.0	35.0	22.0

Mean Monthly Temperatures

	May	June	July	Aug.	Sept.
Russian Empire—					
Taschkent	73.7	82.2	85.1	19.7	70.0
Katharinenburgh	51.8	61.2	66.2	61.5	49.6
Nertschinsk	52.0	66.6	71.4	65.1	51.8
Tobolsk	48.7	59.9	67.1	60.8	48.6
(In wheat country of the Oki River, Siberia; as far north as Fort Vermilion, populous city)					
German Empire—					
Berlin	56.6	63.8	66.3	65.0	58.6
Denmark—					
Copenhagen	50.9	59.0	61.9	60.6	55.0

Great Britain—						
Greenwich	53.8	60.3	63.7	62.9	58.2	
France—						
Paris (Montsouris) ..	56.5	62.8	66.2	65.3	60.3	
Perpignan	61.5	68.2	73.4	72.3	67.1	
	(Extreme southerly point of France.)					
	May	June	July	Aug.	Sept.	
Montpellier	61.5	68.2	73.2	72.1	66.2	
	(Southern France, short of Mediterranean Sea.)					

Average Annual Precipitation

						Inches
Russian Empire—						
Taschkent						12.91
Kahtarinenburgh						14.73
Nertschinsk						16.21
Tobolsk						18.64
Tomsk						15.11
Odessa						15.83
German Empire—						
Berlin						22.88
Denmark—						
Copenhagen						22.05
France—						
Paris						21.14
Great Britain—						
Greenwich						24.05
Edinburgh						26.50
Stoneyhurst (Lancashire)						47.03
United States—	May	June	July	Aug.	Sept.	
New York State	3.45	1.55	2.39	5.47	3.29	
Idaho	2.05	1.48	.77	.79	1.34	
Nebraska .....	.91	3.19	1.43	.77	1.21	
Alberta—	May	June	July	Aug.	Sept.	Annual
Peace River Crossing	1.31	2.45	1.90	1.43	1.43	11.61
Ft. Vermilion.....	.81	2.42	1.73	1.69	1.35	12.50
Edmonton	1.95	3.80	5.83	4.49	98	18.60

PLEASE NOTE.—The accompanying figures have been taken from the latest available publications of the Russian, German, Danish and French Meteorological Institutes, and the Meteorological Service of Canada undertakes no responsibility for their accuracy.

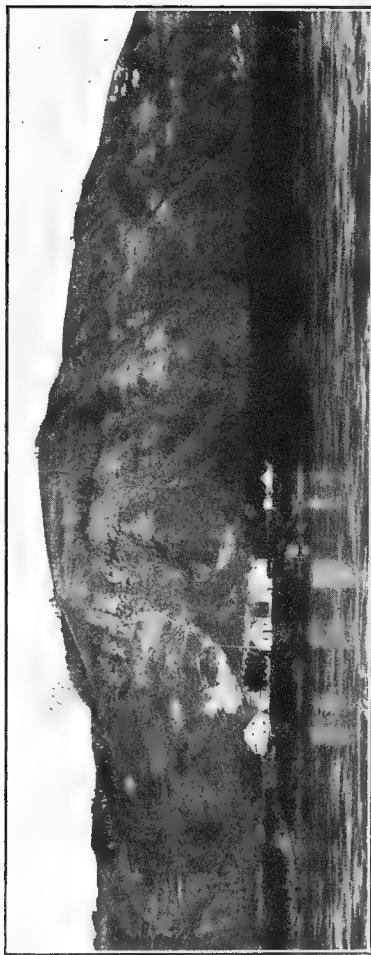


Fort St. John—Photo by Smrth & Keith, surveyors



Scene on the Athabasca River North of Fort McKay

Photo loaned by James D. Tait



Dunvegan—Photo by Smith & Keith

General Description

At present the best parts of the country suitable for agriculture and the main settlements seem to be at Grouard, Heart River, High Prairie, Big Prairie, Winaginew and Salt Lake, Peace River Landing, Burnt River and Cold Springs, Shaftsbury, Griffin Creek, Water Hole, Dunvegan, Spirit River, Lake Saskatoon, Grande Prairie and Swan River.

Grouard, Peace River Landing and Grande Prairie are small towns, but very much pioneer towns, having branch banks, lumber, hardware and general merchandise stores, churches and schools, and hotels or stopping places.

The country at present is most suitable for mixed farming as the markets are so far away.

The soil is immensely rich and the climate splendid. No one has ever been heard to complain against the climate. Although the temperatures in winter are very low the cold spells are of short duration, so much so that stock winters out all the time.

Athabasca Landing, Population 2,500

On the Athabasca River, starting point of navigation to the north and Peace River country, having 290 miles of water navigable for steamers, is the end of the C. N. Ry., has a daily train service, is an incorporated town, has several banks, hotels, shipbuilding yards and lumber yards. All kinds of farm implements and prospectors' outfits can be obtained there, and has general stores of all descriptions.

Grouard, Population about 700

Small town, having banks, stores, where supplies and general merchandise can be obtained, lumber and hardware, etc. The head of navigation on the Lesser Slave Lake; Dominion Land Office and has Government Telegraph; on the main route to Peace River Landing, surrounded by prosperous farm settlements, abundance of coal and timber. The C. N. R. and the E. D. and B. C. have acquired considerable land in the vicinity of the town, so it will become an assured railway centre. The latest report gives that there are over 40 new buildings built this year so far. There are 3 doctors, 2 departmental stores, drug stores, and that lots have been sold for as high as \$5,000 apiece. Grouard is the head of navigation on the Lesser Slave Lake, with 80 miles of water.

Sawridge, at the eastern end of the lake where the Lesser Slave River leaves the lake to run into the Athabasca River.

Peace River Landing

Peace River Landing in the valley of the Peace River, 95 miles by road from Grouard, the nearest point on the Peace River to Lesser Slave Lake. It is the natural distributing point for the Peace River country, with 550 miles of navigable water for large steamers from Hudson's Hope to Vermilion Chutes.

Surrounded by an immense farming country with an abundance of coal and timber. The only feasible place to cross the Peace River by a railroad bridge, and land is being purchased by the different railroad companies; contains a few stores, branch banks, lumber yards; general merchandise can be obtained there. Is a Hudson Bay post. The river is 1,300 feet wide, elevation 1,225 feet. The Government ferry now crosses the river; has Government telegraph.

Grande Prairie

Grande Prairie, the centre of a splendid farming district, lots of wood and water; Dominion Land Office, telegraph, stores and H. B. post; saw mills located near it; C. N. Railway building into in the near future. A well settled district.

Fort McMurray

**THE HEAD OF
NORTHERN NAVIGATION**

**What it has to offer to the Investor,
Merchant and Manufacturer**

ASSURED RAILWAYS
AMPLE LUMBER SUPPLIES
PULP WOOD COAL
NATURAL GAS
PETROLEUM
ASPHALTUM
SALT BEDS
SULPHUR DEPOSITS
GLASS SANDS
BRICK CLAYS
UNLIMITED WATER POWER
FIRST CLASS
AGRICULTURAL LANDS

Therefore we have Faith in it

IF you have missed the golden opportunities offered by Edmonton and other first-class western cities in the past, do not miss the equally good chances going **Now** in

FORT McMURRAY

D. B. MULLEN & CO.

Registered Owners

307 Tegler Block, First Street, Edmonton

Phone 5914

CALL OR WRITE FOR INFORMATION

Edson

Edson is a divisional point on the G. T. P., well built up; all classes of merchandise and machinery can be purchased there; is an incorporated town with several banks and hotels, lumber yards, etc; the main point of departure for Grande Prairie. The stage leaves twice a week.

Fort McMurray

Fort McMurray, a Hudson's Bay post, and the main distributing point for the north, as it is the head of navigation for the steamers, with 287 miles of water to Smith's Landing and the Athabasca Lake; with 80 miles up the Clearwater and 175 miles up the Peace River to Vermilion chutes, at Smith's Landing there is a portage of 20 miles.

The Mackenzie River itself is there navigable for large steamers from the mouth up to Fort Smith, a total distance of 1,300 miles. The river is open for 4½ months in the year.

Besides the H. B. Co., there are several other independent traders, and R. N. W. M. P. posts.

Farming has been carried on for many years.

The projected railways to Fort McMurray are: Canadian Northern Railway from Athabasca Landing, and Alberta and Great Waterways, for which there is \$7,400,000 deposited with the banks locally, and tenders are being called for its construction. There is a charter under the name of Alberta, Peace River and Eastern Railway, with a line to Fort McMurray, and a charter from North Battleford down the Clearwater to Fort McMurray. This line has been built out some distance from North Battleford.

The Hudson's Bay Co. operate boats from the Landing to Old House, which is the end of the portage to McMurray and the head of the rapids, and several motor boats doing the same every week.

The Government is building a telegraph line and will have it completed this fall.

Fort McMurray is in the oil and asphalt country. Natural gas springs and mineral springs, coal, sulphur salt, and gypsum are to be found near. Good timber is found in the district.

There are a few independent traders, Revillon Bros. and, of course, the H. B. Co., have stores.

Railroads

At present the two nearest points to the Peace River country, Athabasca Landing and Edson.

The C. N. Railway operates a passenger train daily to Athabasca.

Edson is on the main line of the G. T. P. and has a through continental train daily.

Edmonton, Dunvegan and B. C. Railway have their line constructed as far as the Athabasca Crossing at Mirror Landing.



PROVINCE OF

Free Land For Settlers

ALBERTA'S natural resources are tremendous in variety and scope. Lands, timber, minerals and water powers are only in the infancy of development, providing large increments in value and affording unrestricted opportunity for the economic-al advance of the country.

Room For Millions

ALBERTA has the largest area of unbroken fertile land in the world under one government suitable for growing wheat, and all kinds of cereals free for homeseekers.

Railroads and Telephones

THREE Transcontinental Railroads are already built across the Province, and are racing to the Pacific Coast. The Hudson's Bay Railway connects with the Alberta systems and gives the province a new and shorter outlet to the East. In addition to these branch railroads extend throughout the province in every direction. Alberta was the first Province in Canada to own and operate its own telephone system which now serves about 22,000 subscribers.

Mixed Farming

The rapidly increasing transportation facilities of the Province are promoting the development of mixed farming.

The farmers, particularly of the Central and Northern portions of our Province, have their horses, cattle, hogs, sheep, poultry and dairy products as well as a surplus of grain. No country in the world surpasses Alberta's opportunities for mixed farming.

Demonstration Farms

And free Provincial Schools of Agriculture are now available for settlers. These provide special opportunities for observing the best methods of farming operations and obtaining both technical and practical agricultural information.

Horses

ALBERTA is the Kentucky of Canada, with

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Canada, with

regard to horse breeding.

Owing to its high altitude, dry and invigorating atmosphere, short and mild winters, its nutritious grasses and inexhaustible supply of clear, cool water, it is pre-eminently adapted for horse breeding, and the Alberta animal has become noted for its endurance, lung power and freedom from hereditary and other diseases.

Nearly all the breeds of horses known are represented on the farms and ranches of Alberta.

High standards are being set by horse fanciers. The province has already won high honors in competition with the greatest breeders of the world.

Sheep

The fine herbage of the prairies proves to be excellent sheep feed. Several large flocks are run in various portions of the province, and have been giving most handsome returns.

As yet few farmers have added sheep to their programme of mixed farming, but a profitable opening awaits them. Supplementary foods are easily provided by growing rape, turnips and winter rye.

Swine

HOGS WITHOUT CORN. Thousands of ex-corn belt farmers in Alberta stand ready to answer the question; they have found that, although there is no plant that will produce more pounds of pork per bushel of grain, they have in Alberta cereals, which are more easily grown, and have a feeding value, pound for pound, almost equal to Indian corn and far surpassing it in the quality and flavor which they impart to meat.

They have learned that oats for growing pigs and barley for finishing purposes is a combination hard to beat, even in the corn belt.

For Full Information apply to
Hon. DUNCAN MARSHALL
(Minister of Agriculture)

EDMONTON - - ALBERTA

There will be a temporary bridge constructed over the river during the winter of 1913-14, then steel and material will be taken over sufficient to complete the line to the Smoky and to Peace River Crossing.

The line to Peace River Crossing is being constructed under the charter of the Central Canada Railway.

The crossing at the Drift Pile will be reached by Spring, 1914.

And the Grade will reach the B. C. Boundary by December, 1914.

The Company expect to have 130 miles of line out of Edmonton in operation by the Summer of 1914.

The bridge over the Athabasca will take about one year to construct.

The C. N. R. have under construction a railway to Grande Prairie via St. Albert and Onoway.

From Onoway to the Pembina Crossing at Mile 32 steel is already laid.

From Mile 32 to the Athabasca River at Mile 80 the line is graded.

Across the river west of 80, nothing done, but surveyed. They will cross the Smoky at a junction called Wapiti, and then on to Grande Prairie, and ending at Swan Lake on the boundary.

This line will be partially completed in 1914.

Eventually all these railways will go through to the Coast via the Pine Pass, so that they will be trans-continental railways.

Charters

Affecting country north of Edmonton
ALBERTA STATUTES.

1. Peace River and Great Western Railway.
2. The Canadian Northern Western Railway Co.
3. The Athabasca Railway Company.
4. The Alberta North Western Railway.
5. The Central Canada Railway Company.
Railway Company.
6. Alberta Great Waterways.

DOMINION STATUTES.

1. Canadian Pacific Railway Company.
2. Canadian Northern Railway Company.
3. Grand Trunk Pacific Railway Company.
4. Alberta Peace River and Eastern Railway.
5. Athabasca Northern Railway.
6. Athabasca Railway Company.
7. Edmonton Dunvegan and British Columbia
8. Hudson Bay Peace River and Pacific Railway.
9. The North Western Railway Company.
10. The Northern Empire Railway Company.
11. Pacific and Hudson Bay Railway Company.
12. The Northern Territorial Railway Company.
13. The Pacific, Trans-Canada and Hudson Bay Railway.
14. The Western Dominion Railway Company.

THE PEACE RIVER

How to Get There—Freight Rates, Etc.

Mode of Travelling

There are, generally speaking, only two ways of getting into this country in summer—either by pack horse and ox wagon or by steamer and scow.

Edson Route

The former starts from Edson where the Government has constructed a wagon trail into Grande Prairie and on to Dunvegan.

There is a stage leaving Edson every Tuesday and Friday to Grande Prairie. Fare: Return \$45.00; Single, \$25.00.

Upon arrival at Grande Prairie you can obtain pack horses or stage to Dunvegan, about 60 miles. Fare, \$10.00.

There are stopping places all along both roads, where you can do your own cooking if you supply your own grub.

Pack horses may be obtained at Edson or Edmonton and each horse will cost from \$50.00 to \$90.00; or to hire a packer and his train of ponies including outfit will cost

On short trips \$1.00 per day per horse and \$4.00 per day to packer.

Long trips 50 cents per day per horse and \$4.00 per day for packer.

A pack train will go from ten to twenty miles per day and over, according to the conditions and available feed.

The journey in summer may be made in from four to six weeks to Dunvegan and Peace River Crossing and in winter with loads the same journey taken from fifteen to twenty days.

There are only certain seasons of the year in which loads can not be taken at all, either from lack or snow or from too much rain.

SUMMER TRAVEL

Slave Lake Route

To go by boat, one takes the train to Athabasca Landing and goes via Mirror Landing and Sawridge to Grouard, a distance of 110 miles with one portage of fifteen miles from Mirror Landing to Salteaux. From Grouard to Peace River Landing the trip of ninety-five miles is made by stage and from there one can take the boat up the Peace River to Dunvegan and Ft. St. John, or down the river north to Vermilion.

From Peace River Landing there are good trails going west and there are several automobiles operating out of there.

As a rule navigation is not open until the first of May, sometimes later, and closes about October the thirtieth.

WINTER TRAVELLING

The intending traveller and settler must bear in mind that for three months following Xmas the roads are in the best possible shape for hauling freight, and that when a team can only go in light during the rest of the year, in January, February and March, heavy loads can be taken everywhere throughout the country.

Via Slave Lake

Winter travelling via Athabasca Landing is handled by individual freighters besides the trading companies.

The ice is not good for travelling on until the middle of January and keeps good until the beginning of April.

Via Edson

The passenger rates for winter are about the same as summer rates.

Winter travelling via Edson is done by ox wagon and horse teams mostly. As a rule, the snow is not good until after Christmas.

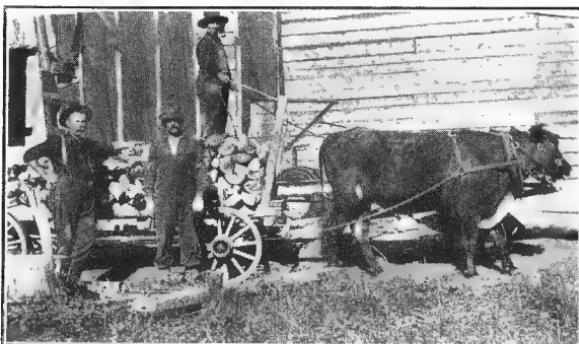
Stopping Places

Between points on the main trails there are stopping places where one can obtain shelter and sometimes feed for the horses, and consist of a few tumble-down log shacks, and perhaps a half-breed. It is far better to sleep outside, as the shacks are full of vermin.

To get to Fort McMurray and points north one takes the steamer from Athabasca Landing to Grand Rapids. From there, scows may be floated down the river or one may go across country by wagon road from Old House to Fort McMurray. The steamers go north from Fort McMurray to the McKenzie river and the Peace River.

Winter travelling is all done by dog trains. A man with four dogs will take 300 to 400 pounds at \$4.00 per day with same allowance for return journey and will travel twenty-five miles per day.

It takes five days to get to Fort McMurray.



Homesteaders, Fort McMurray



Revillon Bros. Post at Peace River Crossing

Railroads

There are several railroads heading for the Peace River Country, but it will be two years before passengers or freight will be carried there. At present the actual locations of railways in that country are vague. Plans and locations are changing every day.

Lumber, Food and Clothes

Prices for food, clothes and lumber are, of course, very high. Rough lumber may be obtained at Grand Prairie, Prairie River, Grouard and Peace River Landing, Chippewyan, Shaftsbury Settlement, Wapiti River, Fort McMurray, and, of course, Athabasca Landing.

Flour mills at Vermillion and Grande Prairie. And sells at about \$7 per 100 lbs

Telegraph

The government telegraph line operates from Peace River Landing Dunvegan, Sawridge, Grouard, Spirit River Settlement and Grande Prairie, and connects with all parts of the world via Edmonton.

The Government are also building a telegraph line to Fort McMurray, and will be in there this fall, 1913.

Settlers

Intending settlers are advised to go in first and size up the country and conditions before they take in their families, supplies, etc.

Steamship Companies, Etc.

The different companies carrying passengers and freight into the country are as follows:

Hudson's Bay Co.,; Northern Transport, by weekly service from Athabasca Landing and Peace River Crossing.



Typical Stopping Place in Winter--Photo by [unclear]

100, Backland

Peace River Land and Trading Co., from Peace River Landing.

The table on page gives the distances, time for travelling and the cost of passengers and freight and cost of living.

Post Office Report, 1913

With regard to winter mails it is necessary to limit all mail matter to letters only. The weight of each letter is to be not more than one ounce. Letters may be registered, but not insured. Preference will be given first to registered letters and second to ordinary letters according to the date of posting. This applies only to winter mails as all classes are carried on summer trips.

To Edson and Athabasca Landing daily.

From Edmonton to Grouard, Peace River Crossing, Dunvegan, Grande Prairie, Fort McMurray and Sawridge twice a week; Grouard to Enilda once a week, and Grouard to Falher twice a month.

From Grande Prairie to Lake Saskatoon once a month.

From Lake Saskatoon to Fort St. John once a month.

From Athabasca Landing to Fort Smith via Fort McMurray, nine (9) times a year.

It takes exactly five days to go from Athabasca Landing to Fort McMurray.

Mails leave Athabasca Landing on May 1st, May 25th, July 10th, August 10th, October 1st, December 1st, January 1st, February 1st and March 1st.

There will shortly be twelve mails a year to Fort McMurray.

From Fort Smith to Fort McPherson and intermediate points:

First Trip—Leave Fort Smith June 26th, arrive Fort McPherson July 2nd.

Second Trip—Leave Fort Smith August 2nd, arrive Fort Norman August 12th.

Third Trip—Leave Fort Smith August 26th, arrive at Hay River August 29th.

A special canoe trip will leave Fort Smith on September 5th and arrive at Fort Simpson September 20th.

First Trip—Leave Fort Smith January 2nd, arrive Fort McPherson February 15th.

Second Trip—Leave Fort Smith February 2nd, arrive Fort Providence February 9th.

Third Trip—Leave Fort Smith March 3rd, arrive Good Hope April 8th.



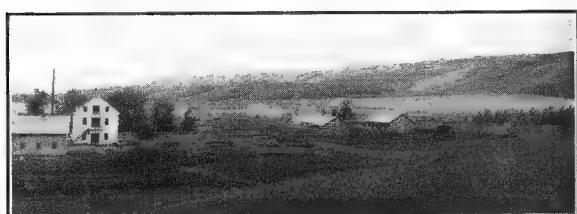
Surveyor's Pack Train near Ft. St. John

FREIGHT AND PASSENGER TARIFF

From Athabasca Landing to:	Miles	Freight		Passengers	
		Down	Up	Down	Up
Mirror Landing ..	74	\$.80	\$.80	\$ 6.00	
Sawridge	113		1.85		11.00
Grouard	195		2.50		16.00
Peace River Ldg.	295		4.50		26.00
					to 28.00
Vermilion	575				51.00
Dunvegan	365				to 53.00
St. John	495				36.00
Hudson's Hope ..	535				to 38.00
	...				51.00
Grand Rapids ...	165	1.50	1.50	10.00	15.00
Ft. McMurray ...	252	5.00	10.00	20.00	27.50
Ft. Chippewyan ..	437	6.25	11.25	35.00	45.00
Smith Landing ..	539	7.25	12.25	45.00	55.00
Fort Smith	535	8.25	13.25	48.00	58.00
Ft. Resolution ..	749	9.50	15.25	56.00	68.00
Hay River	819	9.75	16.25	59.00	73.00
Fort Rae	869	10.50	17.25	62.00	78.00
Ft. Providence ..	917	10.50	17.25	65.00	82.00
Ft. Simpson	1078	11.50	19.25	73.00	92.00
Ft. Wrigley	1214	12.50	21.25	80.00	102.00
Fort Norman ...	1398	13.50	23.25	87.00	112.00
Ft. Good Hope ...	1598	14.50	25.25	93.00	122.00
Arctic Red River	1780	15.25	26.50	100.00	130.00
Ft. McPherson ..	1854	16.00	28.25	103.00	133.00
Fort Liard	1300	14.50	22.25		
Fort Nelson	1450	17.50	25.25		

From Peace River Crossing to the following points:

	Miles	Passenger Fare	Freight per 100 lbs
Dunvegan (upstream)	70	\$10.00	\$1.00
Fort St. John (upstream)	200	25.00	3.00
Hudson's Hope (upstream)	240	35.00	5.00
Vermilion (downstream)	280	15.00	1.00
Vermilion Chutes (downstream)	330	17.00	1.75
From the following points to Peace River Crossing:			
Hudson's hope (downstream)	240	\$20.00	\$4.25
Fort St. John (downstream)	200	15.00	2.25
Dunvegan (downstream)	70	5.00	.75
Vermilion (upstream)	280	25.00	3.00
Vermilion Chutes (upstream) ..	330	30.00	4.00



Roman Catholic Mission along Peace River

Meals and Berths, Etc.

Steamboat "Athabasca River"	per meal
Steamboat "Slave River"	50 "
Steamboat "Peace River" .....	.50 "
Steamboat "MacKenzie River" .....	.50 "

Berths are \$1.00 per night, when available.

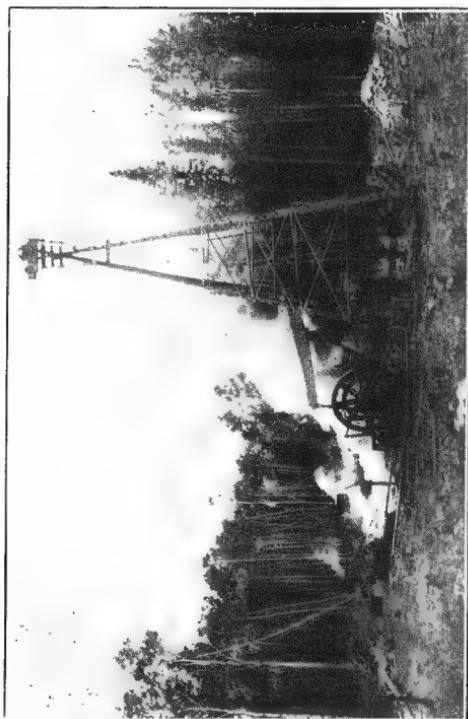
Fares between points upstream, 15 cents per mile; downstream, 10 cents per mile.

Man is allowed to carry his own grub and do his own cooking.

Children over 14 years of age, full fare; over 5 years and under 14, half fare; under 5 years, when accompanied by parents, free.

100 lbs. of baggage accepted free with each full fare.

This year, 1913, 100 lbs. baggage will be carried across Mirror Portage free. Arrangements can be made with the purser and captain of the boats for towing scows, barges, etc.



Boring for Oil at The Athabasca Oils, Ltd., Fort McKay
Photo loaned by Jas. D. Tait, Oil Lands Broker, Edmonton

Revillon Bros. Posts

Grouard.
Sturgeon Lake.
Spirit River.
Fort St. John.
Peace River Crossing.
Fort Vermilion.
Little Red River.
Trout Lake.
Pelican Portage.
Whitefish Lake.
Lake Saskatoon.
Dunvegan.
Hudson's Hope.
Keg River (halfway between Peace River Crossing
and Fort Vermilion).
Hay River.
Wabasca.
Chipewyan Lake
Calling Lake.
Athabasca Landing.

Hudson's Bay Company's Posts

Edmonton.
Lac La Biche.
Lac Ste. Anne.
Athabasca Landing.
Peace River Landing.
Chipewyan.
Wabasca.
Trout Lake.
Chipewyan Lake.
Fond Du Lac.
Fort McKay.
Fort Vermilion.
Red River.
Keg River.
North Vermilion.
Grouard.
Sawridge.
Sturgeon Lake.
Whitefish Lake.
Dunvegan.
Grande Prairie.
Spirit River.
Fort St. John's.
Hudson's Hope.
Fort McMurray.

Steamers

Steamer, "Athabasca River."
Steamer, "Slave River."
Steamer, "Peace River."
Steamer, "McKenzie River."
Steamer, "Grahame."
Tug, "Messenger."
Tug, "Primrose."



Winter Traveling, Dog Teams—Photo by Capt Mills
Hospitals

Grouard
Peace River Landing.

Sturgeon Lake (a convent fitted with all appliances, beds, etc., for a hospital).

Athabasca Landing.
Fort Vermilion.
Wabasca Lake.

In addition to these, all Catholic missions are fitted with the necessary equipment for the care of patients.

Roman Catholic Churches in the North

Athabasca Landing.

Grouard.

Smoky River.

Dunvegan.

Peace River Crossing.

Grande Prairie.

Spirit River.

Fort St. John.

Fort Vermilion.

Fort McMurray.

Fort McKay.

Hudson's Hope.

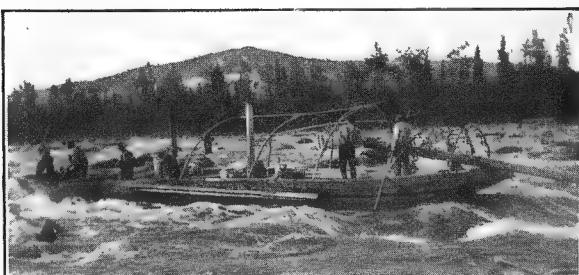
Sturgeon Lake.

Wabiskow.

Lac La Biche, also mission.

Falher, 65 miles N.W. Grouard.

The R. F. Giroux, Director of the Dominion office of Colonization, Rue St. Jacques, Montreal, for all information.



Shooting Grand Rapids on the Athabasca

ANGLICAN CHURCHES

Athabasca Landing.
Colinton.
Pine Creek.
Flat Lake.
Pleasant Valley.
Grouard.
High Prairie.
Peace River Crossing.
West Vermilion.
Lake Saskatoon.
Burdia's Grande Prairie.
Chippewyan.

ANGLICAN MISSIONS.

Lesser Slave Lake 6 miles from Grouard.
Whitefish Lake.
Wabaska.
Shaftsbury Settlement.
Fort Vermilion.
Schools are conducted at the Missions.
Several more churches are in course of erection in
Grande Prairie District.



H. B. C. Transport Scows being towed on Lake Athabasca

PEACE RIVER DISTRICT SCHOOLS

List of Public Schools supplied by the Department
of Education, August, 1913.

Prairie River.
Spirit River.
Beaver Lodge.
Grande Prairie.
Saskatoon Lake.
Peace River Crossing.
Grouard.
Klestum Lake.
Swan River.
Griffin.
Wapiti.
Appleton.
McMurray.
McHenry.
Lower Beaver Lodge.

Athabasca Landing.
Dunvegan
Plamondonville.
Sawridge.
Fort Assiniboine.
Holmes' Crossing.
Mossdale.
Freeman River.
Pembina.
Greencourt.

HOMESTEAD REGULATIONS

Any quarter-section vacant and available of Dominion land in Alberta, excepting 8 and 26, may be homesteaded by any person the sole head of a family, or any male over eighteen years of age, and who is a British subject, or declares intention to become a British subject, on payment of an entry fee of \$10.

A widow having minor children of her own dependent on her for support is permitted to make homestead entry as the sole head of a family.

Entry must be made in person, either at the land office for the district or at the office of a sub-agent authorized to transact business in the district, except in the case of a person who may make entry for a father, mother, son, daughter, brother or sister, when duly authorized by the prescribed form, which may be had from your nearest Government agent.

A homesteader may perform residence duties by living in habitable house on homestead for six months in each of three years.

A homesteader may perform the required six months' residence duties by living on farming land owned solely by him, not less than eighty (80) acres in extent, in the vicinity of his homestead. Joint ownership in land will not meet this requirement.

If the father (or mother, if the father is deceased), or son, daughter, brother or sister of a homesteader, has permanent residence on farming land owned solely by them, not less than eighty (80) acres in extent, in the vicinity of the homestead, or upon a homestead entered for, by them in the vicinity, such homesteader may perform his own residence duties by living with the father (or mother). The term "vicinity" in the two preceding paragraphs is defined as meaning not more than nine miles in direct line, exclusive of the width of road allowance crossed in the measurement.

A homesteader performing residence duties while living with parents or on farming land owned by himself must so notify agent for district and keep him informed as to his post office address. Otherwise his entry is liable to be cancelled.

Six months' time is allowed after entry before beginning residence.

A homesteader residing on homestead is required to break 30 acres of the homestead (of which 20 must be cropped) before applying for patent. A reasonable

proportion of cultivation duties must be done during each year.

When the duties are performed under regulations permitting residence in vicinity, 50 acres must be broken (of which 30 must be cropped).

Application for patents may, on completion of duties, be made by homesteader before an agent or homestead inspector, or before a sub-agent for district.

Settlers From the United States

A settler may bring into Canada, free of duty, live stock *for the farm*, on the following basis, if he has actually owned such live stock abroad for at least six months before his removal to Canada, and has brought them into Canada within one year after his first arrival, viz.:

If horses only are brought in, 16 allowed.

If cattle only are brought in, 16 allowed.

If sheep only are brought in, 160 allowed.

If swine only are brought in, 160 allowed.

If horses, cattle, sheep and swine are brought in together, or part of each, the same proportions as above are to be observed.

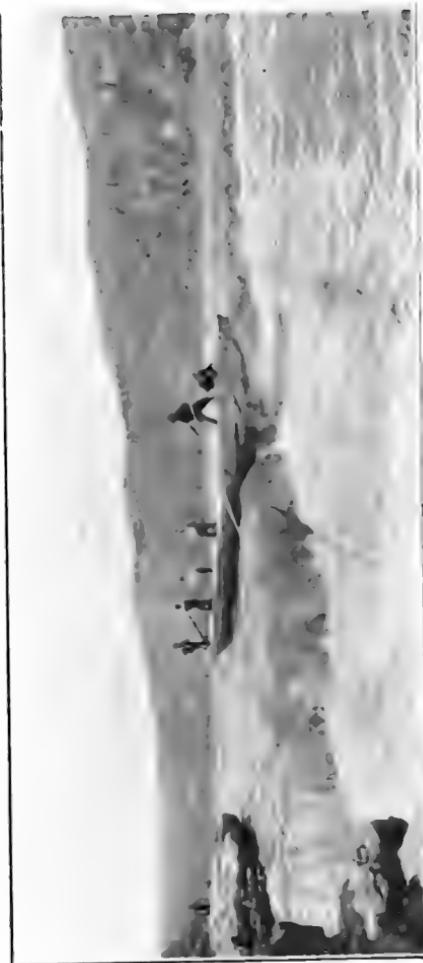
Duty is to be paid on the live stock *in excess of* the number above provided for.

For customs entry purposes, a mare with a colt under six months old is to be reckoned as one animal; a cow with a calf under six months old is also to be reckoned as one animal.

Cattle and other live stock imported into Canada are subject to quarantine regulations.

Item 705 of the Customs Tariff (1907), for free entry of settlers' effects, reads as follows:

705, Settlers' effects, viz.: Wearing apparel, books, usual and reasonable household furniture and other household effects; instruments and tools of trade, occupation or employment, guns, musical instruments, domestic sewing machines, typewriters, bicycles, carts, wagons, and other highway vehicles, agricultural implements and live stock for the farm, not to include live stock or articles for sale, or for use as a contractor's outfit, nor vehicles or implements moved by mechanical power, nor machinery for use in any manufacturing establishment; all the foregoing if actually owned abroad by the settler for at least six months before his removal to Canada, and subject to regulations prescribed by the Minister of Customs: Provided that any dutiable article entered as settlers' effects may not be so entered unless brought by the settler on his first arrival, and shall not be sold or otherwise disposed of without payment of duty until after twelve months' actual use in Canada.



Big Cascade on the Athabasca

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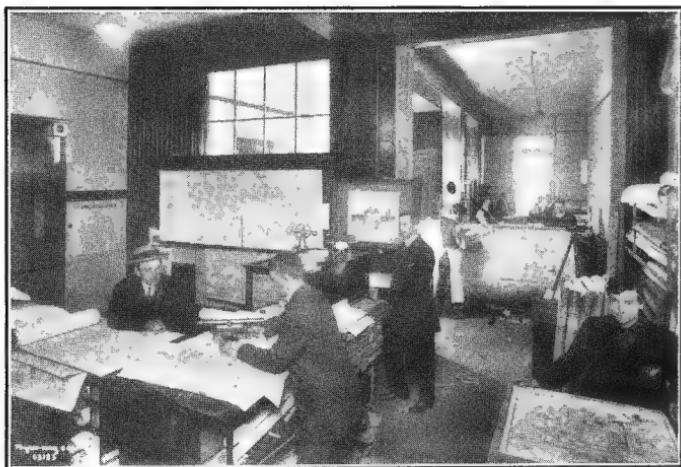
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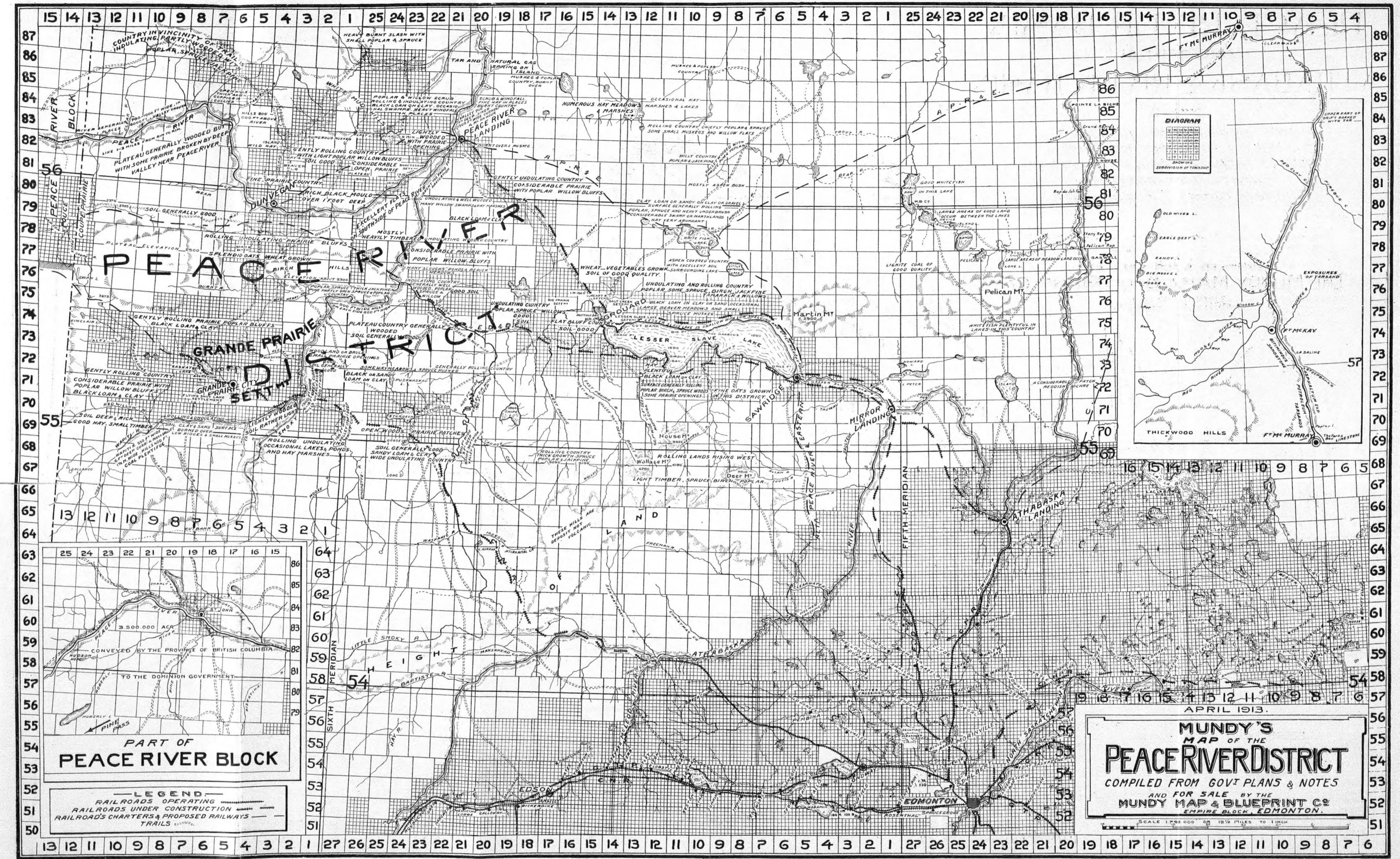
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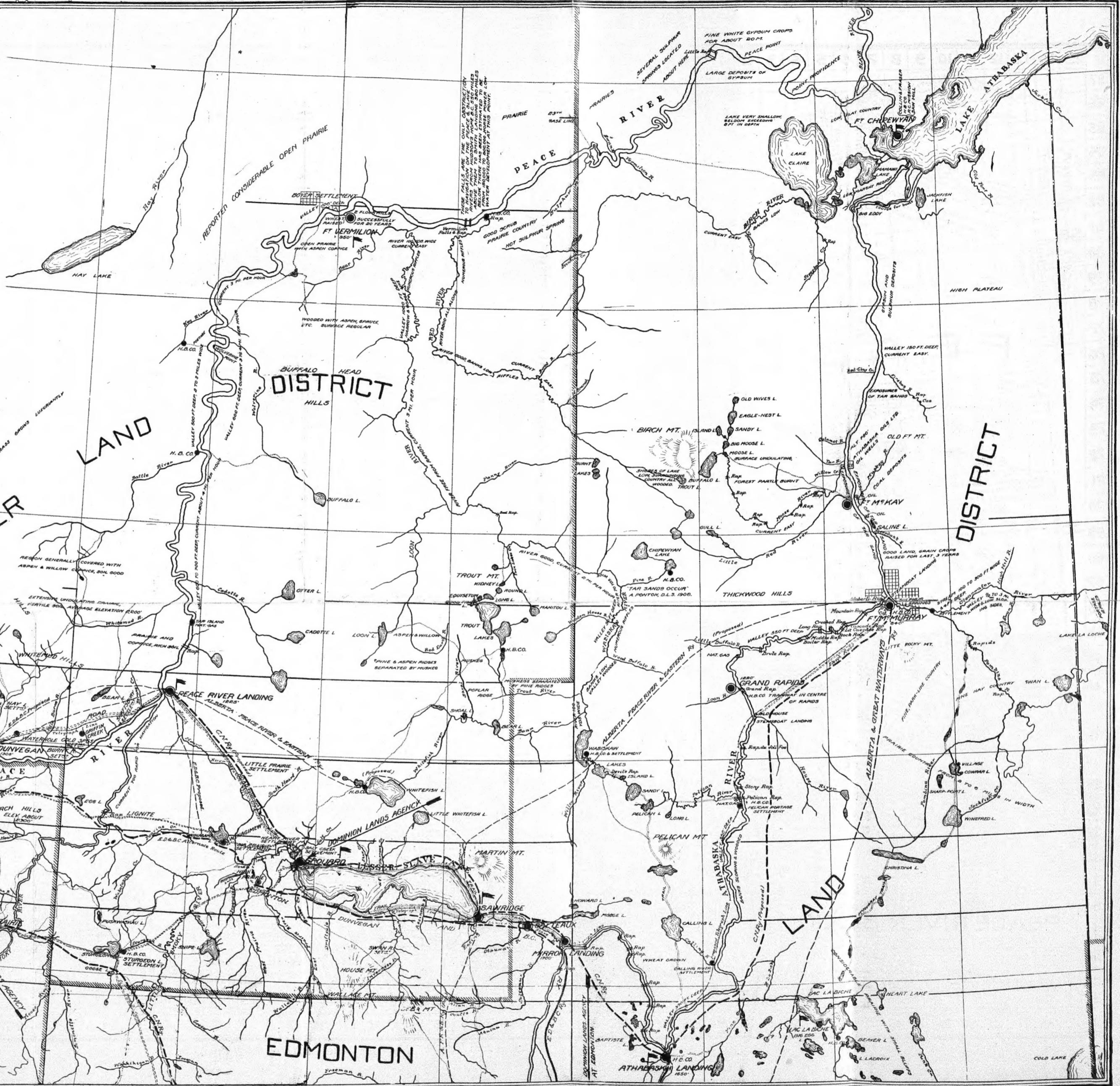
**MAP OF
PEACE RIVER BASIN
AND PART OF
ATHABASKA RIVER BASIN**

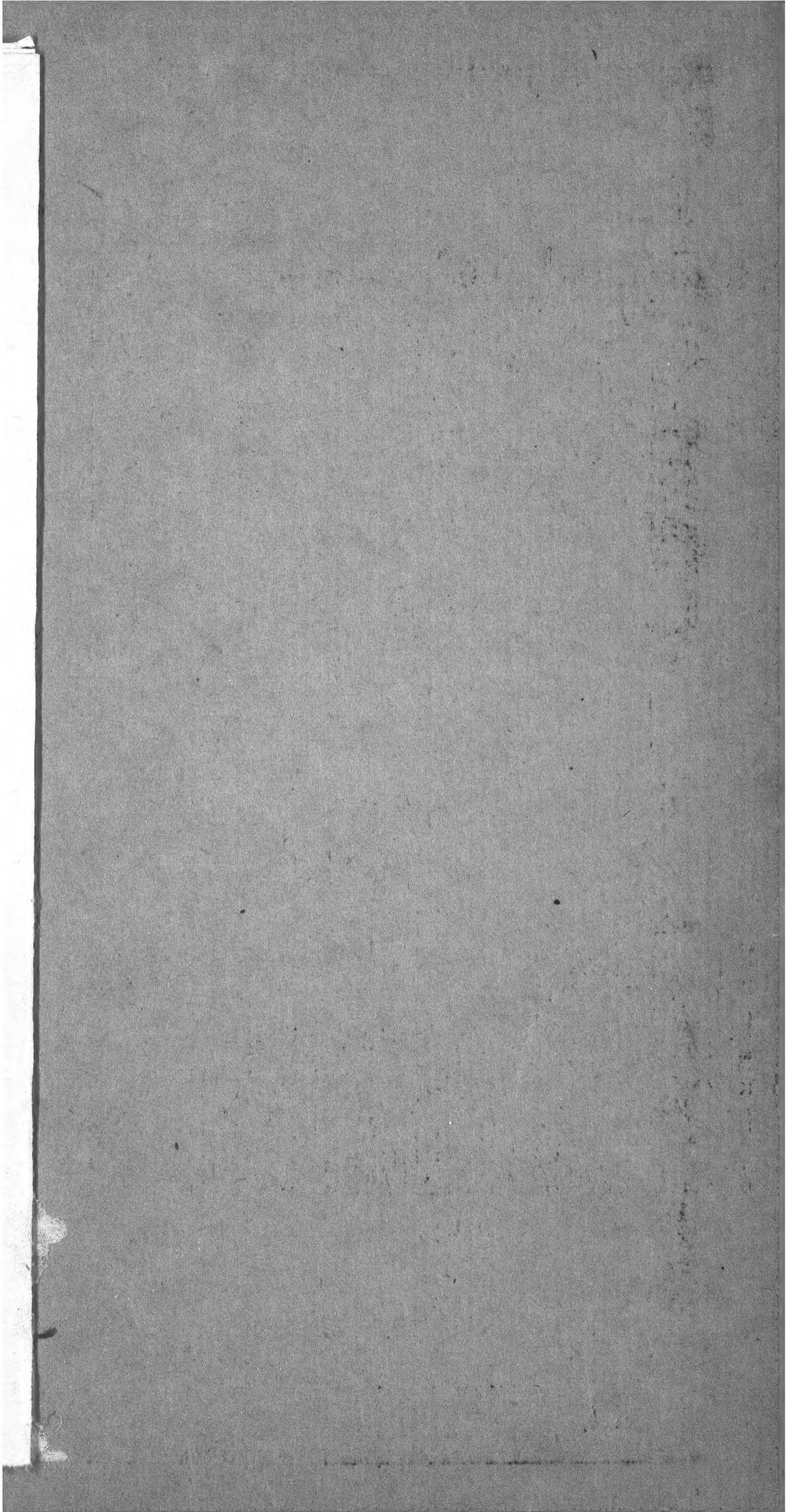
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